

It was an English guinea of the time of George III. It was in a state of perfect preservation and only a little blackened by water. Half a dozen more were found and then two gold buttons from the uniform of a British naval officer.

The next plume of the bucket brought up a quantity of copper coins, worn very by the water. Captain Simonds' weather-beaten face relaxed and he smiled.

"We are right over the stuff, I am quite certain," said he, "and I expect to have all of it up very soon." He spoke very quietly, too. Then the bucket brought two short, square bars, tarnished and pitted by the brine.

On being scraped they proved to be of pure white metal. Captain Simonds took them to a jeweler on Third Avenue and they were pronounced sterling silver. "I guess we've got there," said the Captain.

That ended the find of the day, but it is established beyond doubt that Captain Simonds has located the lost *Husar* and the enormous treasure and is perhaps on the threshold of great wealth for himself and the other members of the company.

This is as far as is known the only coin and precious metal ever recovered from the wreck, except thirty guineas by a wrecking party in 1876.

For two weeks the *Little Giant* has been anchored there by no less than eight great Kedge anchors, which have their cables drawn taut, two from each side, and reach out in all directions like tentacles on some giant octopus.

The dredge is anchored in a foot of water directly over the spot where it is said the corvette containing the money to pay off the British troops in the revolution sank with the gold in 1780.

The spot is directly off One Hundred and Thirty-seventh Street, about one-eighth of a mile from shore. Until yesterday Captain Simonds found little to encourage him.

A *Herald* cable from Trinidad, West Indies, via Galveston, Tex., says: News has reached here that the city of Bolivar has fallen into the hands of the Legation after a desperate and bloody battle, as indicated in the dispatches of yesterday.

The Legation, some 1,000 men strong, were under the command of General Hernandez and Gil. They appeared before the city early this morning and demanded of the commander of the Government forces that he surrender. The reply was a prompt refusal. This precipitated an engagement.

Hernandez and Gil, at the head of their forces, advanced on the position of the Government troops and attacked them in the face of a murderous fire. The attack was made with desperate courage, and was met with equal vigor. For a time the decision was in the balance, but numbers told at last, and the Government forces gave back slowly, retreating every inch of the ground. It was not until General Carrera, Acosta and Landalla had been killed at the head of their troops that the Government forces broke and retired in much disorder, leaving on the field nearly 500 men dead. The Legation, while they lost no general officers, suffered fully as much as the Government forces, losing several from London.

A *Mail and Express* from London says it has just leaked out that a very lively and rather ludicrous scene occurred between Van Capri and the Kaiser before the latter's departure for the Congo regatta. Capri had the temerity to contend that it would be undignified for the Kaiser to be seen tugging at the helm and sails of his yacht, as he expressed his intention of doing. The Kaiser retorted hotly that he should do just as he pleased, and gave Capri to understand that he feared that the Kaiser wanted, by saying, "a Kaiser could steer a yacht as well as a ship of state."

BERLIN, August 12th. Anton Wolf of the banking firm whose failure in 1891 caused such a sensation was sentenced today to ten years' imprisonment and the loss of his civil rights for five years for embezzling 4,400,000 marks. Another banker named Leipziger, who was Wolf's accomplice, received a like sentence, with hard labor added to the imprisonment.

Some anxiety is felt here as to the meaning of General de Bots Defries' movements. The General's diplomatic skill is known, and his visit to St. Petersburg is not unattractively viewed with much suspicion. Indeed, despite the apparent wish of Russia for commercial rapprochement with Germany, the Czar and his advisers are disquieted in Berlin, more particularly by the Emperor, who has not forgotten what occurred at Kiel. It is feared that the advent to office of Mr. Gladstone will encourage Russia to attempt a sudden coup in the Balkans.

St. Petersburg, will probably be summoned to Wilhelmstrasse to report on the true inwardness of General de Bots Defries' mission.

BRUSSELS, August 12th. The *Independence-Beige* says twenty agents of the Katanga Company have been killed or captured by the Arabs on the upper Congo. The steamer *Revue*, which was taking goods up the river, was seized and the factories razed. Whole tribes on the western bank are in insurrection. The Arabs northwest of Nyangwe have gone down Luabala river and captured the station at Hobaris, killing the whites employed there. The stations on the upper Lomami have also been destroyed. The Arabs at Stanley Falls and Isang, hitherto loyal, are showing hostility. The Congo State authorities are sending reinforcements.

LONDON, August 12th. A dispatch to the *Times* from Tangier states that the Sultan's troops who were driven back a few days ago by rebels of the Angahra tribesmen have been re-empowered by Mesouda tribesmen. At 7 o'clock this morning the combined forces moved into the Angahra district. They met with no opposition. Two deserted villages were set on fire. It is reported that the Angahra are massing near the Tazan road.

Williamson in Bradford, have filled with liabilities amounting to \$80,000. This is the third large factory failure in Bradford within a fortnight, and manufacturers say that the outlook has never been so gloomy.

Her Majesty's twin-screw cruiser *Apollon* struck the rocks off Berehaven yesterday and narrowly escaped loss in collision with the *Natal*. A terrible loss of life was only averted by the coolness and promptness of the captain of the *Apollon*.

The *Apollon* has a great hole in her bottom and her machinery is crippled. The *Natal* has twenty tons of water in her after compartment and otherwise is seriously damaged. But for their double bottoms both vessels would have sunk. The cruiser *Arcturion* has left Queenstown to assist the disabled war ship.

A dispatch received this afternoon from St. Paul de Lourenco states that the Arabs annihilated the Congo State forces stationed at Benakama, Commander Hodister was captured by Arabs and subjected to horrible torture for three days, after which he was executed.

BRUSSELS, August 13th. While the Government doubts the reports from the Congo Free State that the Arabs are now threatening the Upper Congo, it is taking measures to concentrate its forces at Basak Camp and establish a post at the confluence of the Lomami and Congo rivers.

PARIS, August 13th. The *Figaro* makes an announcement that the difficulty of working long-distance telephones under water has at length been overcome, and

it will be possible to converse as easily between Paris and New York as between Paris and Versailles. The discovery is the achievement of a Frenchman, M. Ollivier, inspector of telegraphs, in this city. The inventor is fully assured of his success and has no doubt his improved telephone will be in practical working order before the end of September.

SIMLA, August 13th. The Amer of Afghanistan writes that he is pleased with the selection of Sir Frederick Roberts to visit him on a mission, but that owing to the rebellion among the Hazaras his hands are full and he is unable to name a time or place for meeting the British representative.

As for the Hazaras, the Amer writes that he will leave them off this winter. The Amer's decision is held to be tantamount to a collapse of the mission. His altered attitude is due to the prospect of Gladstone being in power.

LONDON, August 14th. The agents in Paris of Queen Natalie of Serbia are trying to bring about the downfall of ex-King Milan. The agents of the ex-Queen have followed Milan day and night until they have a record of all his disgraceful doings and extravagant expenditures. They have said that his numerous creditors are likely to be left in the lurch. By setting out this proof in dribs and drabs through the Paris press Natalie has alarmed Milan's creditors so that they are now pressing him hard, and probably will have him in the courts before winter.

Among the most interesting extracts from Milan's accounts, published at the instance of the Queen, are the following: For gambling and betting at the races, 50,000 francs a month; for the month of flowers, 100,000 francs a year; for his ballet dancer, 100,000 francs a year; for his jewels, 150,000 francs a year, and 3,000 francs a month for flowers. His debts to money lenders are said to amount to nearly 2,000,000 francs.

In consequence of Gladstone's policy, so far as it has been outlined, the British ambassadors at St. Petersburg, Berlin and Rome will be recalled for transfer.

NEW YORK, August 14th. One of the fiercest ocean races of the year ended today off the Sandy Hook lightship, between the *Aurora* and the *Gulon* under the command of General Hernandez and Gil. The *Aurora* whisked past the red bulk of the lightship at 8.33 a.m., with the old single-screw crack just one minute astern.

The races were in sight of each other all the way across, and there was naturally lots of interest in the result of the race among the passengers of sporting blood in the smoking rooms. Pools were made on both vessels, and there were many private bets.

The *Alaska* led the *Aurora* out of Cork harbor by nearly an hour. The *Alaska* had fastest steam at 4.31 p.m. on August 7th. The *Aurora* was then fifty-four minutes astern.

The *Aurora* made a great start during the night and before dawn on August 8th she had the *Alaska* only a few miles off her port bow.

Before noon the *Alaska* was several miles ahead of the *Gulon* boat. The *Aurora* kept the lead until Friday, when the *Alaska*, by the aid of a southerly wind, rushed forward until she was nearly abreast of the *Gulon*.

The *Alaska* engines throbbed for supremacy on both boats. It was nip and tuck all day long with only a few miles of sea between the sides of the contestants.

The *Alaska* drew ahead perhaps a hundred yards Saturday afternoon. Then more glow was added to the *Aurora* furnaces and she regained the lead. They seemed for 400 miles until within sight of Fire Island. The *Aurora* then took the lead and kept it, only by a few lengths, however, until she dashed past the Sandy Hook lightship into the harbor.

The *Aurora*'s time was six days fifteen hours and eight minutes; the *Alaska* was six days sixteen hours three minutes. The *Aurora*, according to her log, covered a course of 2793 knots, and the *Alaska*, according to her log, covered 2717 knots. This shows that the *Alaska* took the most northerly and shortest course.

The best run of the *Alaska* was made Friday and Saturday, when she logged 474 knots. On the same days the *Aurora* traveled 470 knots.

At a meeting of the delegates of the democratic associations to-day resolutions were passed urging the abolition of Catholicism as the religion of the state and the rescinding of the law of Papal guarantees.

Three men arrested on suspicion of being concerned in the murder of the Bishop of Foligno have confessed that they committed the crime. They say that robbery was the motive.

DUBLIN, August 14th. A monster amnesty meeting was held in Phoenix Park to-day. Pierce Mahoney (Parnellite), who presided, in his speech demanded the release of all political prisoners, even supposing them to be guilty.

Redmond and others who addressed the meeting declared that Gladstone's replies to questions on the subject were unsatisfactory and reminded their hearers of Sir William Vernon-Harcourt's opposition to amnesty.

BRUSSELS, August 14th. *La Patrie* publishes a letter from the Lake Tanganyika country, the writer of which declares that the Arab rising in the Congo State is in obedience to the proclamation of a "holy war" from Mecca.

LATE TELEGRAMS.

LONDON, August 26th. Mr. John Morley was re-elected for Newcastle, having polled 12,083 votes, against 11,444 cast for Mr. Rall.

Times Salt and Company, plush makers, of Bradford and Saltaire, have resolved to go into liquidation. The firm employs many thousands of hands. The stoppage is believed to be the result of the McKinley Tariff Act.

It is officially reported at St. Petersburg that the crops in sixteen Russian provinces are bad. Two paper emigrants from Hamburg who were landed at Gravesend have also died from cholera symptoms. A third landed from the same port is sick.

August 27th. Owing to the prevalence of cholera at Continental ports European emigration by steamer lines via England has been stopped. The deaths of the passengers landed from a Hamburg steamer at Gravesend are officially declared to have been from Asiatic cholera.

In the cricket match between Surrey and Kent the latter were beaten by ten wickets.

ALLAHABAD, August 27th. Further news from Gilgit states that the village of Langar occupied by the Russians is Langar Khat, within five miles of the Afghan post at Kila Panjab, on the main stream of the Oxus. They have detachments also at Beral Gumbaz, whence their exploring parties can reach the Baroghil and Killa passes. If possible, more important than these, if they had, is the village of Kila Panjab which is held by 300 or 400 of the Amir's troops, and is the head quarters of the Naib or Deputy Governor of Wakhan.

Colonel Yanoff has crossed the Pamirs, and his troops have quietly marched down the valleys through which the tributaries of the Oxus run. In this way following the course of the *Alaska* river, they have reached some

Tash and travelling from Victoria. Lake down the bed of the Pamir river, they arrived at Langar Khat. Whether they will manage to pick a quarrel at the latter place, similar to that which followed Colonel Yanoff's appearance at Somat Tash, is uncertain.

Sir William Lockhart has proceeded a few miles out of light in order to be more in touch with the Black Mountain tribes with a view to securing a settlement of affairs connected with Hashtan-Ali's appearance at Balu.

SIMLA, August 27th. Although Amir has not asked the Government of India for actual assistance in men and arms against the Russians he has intimated plainly enough that he resents their aggressions, and looks to us for advice as to his policy in dealing with their encroachments. The fact that he has asked our assistance has been denied, but advice is sometimes the best assistance, which can be given.

There seems to be still some misunderstanding as to the Kurram Valley mission. The Political Officer who will go up proceeds on an entirely peaceful mission to keep order at the request of both the Amir and the Turis. His escort the strength of which is not yet decided, will undoubtedly be a large one.

The latest reports confirm the news already telegraphed as to the large numbers of Russians now on the Pamirs and in that neighborhood.

The *Cologne Gazette* states that the Chinese Minister has proceeded to-day to St. Petersburg to demand the evacuation by the Russians of the Pamirs and Harkol, (Sarikol).

SHARES AND KESWICK'S SHARE BILL.

Under the above heading a correspondent, "Munich," makes the following observations in the *N. C. Daily News* under date the 8th September:—

During the past few weeks there have been many indications that the depreciation of securities had reached a level below which decline would be extremely improbable. Prudent men, however, awaited the meeting of the Hongkong and Shanghai Banking Corporation, and waited to see what the Chairman would say of the position of the affairs of that institution. Every person has by this time formed his own opinion of the statements made by Mr. Davies; and without giving utterance to my own view, which cannot claim any particular value, I may mention: for the information of our readers especially, that the effect of Mr. Davies' speech has been, in the result, to invest confidence in the result, and a demand for the best class of securities is likely to ensue. It is, however, most desirable to point out that the conditions of business and finance are opposed to any sudden or material increase in values; but this latter may very readily be brought about by eagerness on the part of buyers. Confidence, if restored, can only be sustained by steady, gradual improvement in exchange followed by declines are to be deprecated, and, if possible, avoided. This can only be done when buyers recognise that in their improvement in current quotations must necessarily be a work of some time.

The efforts now being made in Hongkong to bring about the repeal of Ordinance No. 15 of 1891, more commonly known as "Keswick's Share Bill," should not be permitted to pass without an expression of opinion in Shanghai. I do not hesitate to say that a large portion of the best men in this place regard the effect of the bill as distinctly salutary, and the possibility of its repeal as an impending misfortune. As you are in a better position than I am for gauging the depth of public sentiment on both sides, an expression of editorial opinion cannot fail to attract attention, and assist to secure the retention of the Ordinance, or facilitate its repeal.

NOTES FROM CHINESE PAPERS.

A serious epidemic is raging in Chin-chow Ku, Hupoh, where the mortality has been very great. Between three and four thousand people have succumbed to the malignant distemper in Szech.

Wang, the new Minister to Japan, expects after a short visit in Shanghai to go to Chinkiang, where he will remain until after the eighth moon festival, after which he will proceed to Tokyo and assume the duties of his new post.

Wang, the new Admiral of the Yangtze, will shortly be in this city. His Excellency was to start from Nanking on the 5th September, in the transport *Tung Ying Chow*. From Shanghai he goes up to Peking, for an audience with the Emperor.

On the 3rd inst. a most disastrous fire took place at Ningpo, which reduced 700 houses to ashes. Every effort was made by the fire brigades to subdue the flames, but owing to the difficulty of obtaining water, and the continued drought which had rendered everything so dry, the endeavours of the firemen were unavailing.

A serious calamity has just befallen the people of Changsha, Hunan. On the 18th ult. a terrible down-pour was experienced, followed later on by a mountain freshet, which rushed down with irresistible force, carrying everything before it. Innumerable accidents have been the result, and the number of people drowned reaches the total of several hundreds.

A Yangchow correspondent narrates the following episode, which came near being an accomplished tragedy. On the night of the 1st inst. the prefect of Taichow, after making a heavy toilet, was about to go to his secretary's office, where he habitually wrote something on the wall. When he got under the eaves he took out a cord to hang himself. Seeing the dangling form of his master, the servants and runners hastened out, and had him taken down, when it was seen that he was dying. After much trouble he was restored. On recovering consciousness he murmured, "Why do you bring me back to life again, and I wish to die?" On examining the writing on the wall it was found that financial difficulties were the cause of his attempted suicide. The wording of this little document was in substance, "Since I assumed this post, I have never wrongfully obtained a single cash from the people, whose well-being has ever been my constant thought. But by the fraudulent doings of my accountants, who appropriated the public money to their own use, I am many thousands of taels short in my accounts. The time is drawing near, and I should hand over the seal of office to another, and with this large sum owing, what can I do but die? Let my children, whether good or bad, never enter into official life." The official in question was well known for his honesty, and had always enjoyed the trust and confidence of the high provincials. The persons who brought upon his head the present trouble were his old friends, from whom he had received slight help in the earlier part of his official life, and who were in such positions of trust, as being appointed to his post, as sub-prefect of Taichow.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the other giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.

ADVERTISEMENTS.

TO-DAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"NAMO." Captain Roach, will be despatched for the above ports, on THURSDAY, the 15th instant, at No. 4.

For Freight on Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 15th September, 1892. [557]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on HONGKONG at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE TEN CENTS. Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1891.

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THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES, from the well-known Vineyards of Messrs. KOHLER and VAN BERGEM, San Francisco, and JULIAN P. SMITH (Olivian) Livermore, California.

Guaranteed to be Pure and Unadulterated. Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer. Prices forwarded on application to MACDONALD BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama. Yokohama, 12th August, 1892. [544]

FOR SALE.

THE SCHOONER "MONTIARA." AS SHE NOW LIES IN YAU-MA-TEI BAY. Length 71 feet. Beam 17 feet. Depth of hold 7 1/2 feet. Registered Tonnage 75 tons. (Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most reliable vessel for the Canton coasts trade, or would make a first-class light ship.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [535]

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUENG," AS THEY LIE AT ANKERIDGE DOCK.

The Engines of the *Chop-chueng* were constructed by Messrs. JAMES & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 20" and 30" dia., with a stroke of 25". The Crank Shaft is 6" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3 1/2". The Piston and Connecting Rod bolts are 2" dia. Air Pump 1 1/2" dia. by 13 strokes. Single and Double Acting Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order. The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 24" x 4" dia.; Dome, 44" dia. by 4ft. 10" dia.; Tubes, 1 1/2" dia. in number by 3" x 3" dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [526]

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to any person, at Wholesale Prices. Extra Special terms for Shipping and Large Orders. Sir Roderick Macdonald, C.B., C.E., Civil Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 15th June, 1892. [561]

Intimations.

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlla"—A. B. C. Code.—TELEPHONE, No. 32. PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communication. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjacent the Hotel, and is under the same management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty. R. TUCKER, Manager. Hongkong, 12th February, 1892. [108]

CARMICHAEL & CO., LTD. SHIPCHANDLERS, GENERAL STOREKEEPERS, & COMMISSION AGENTS.

AMERICAN REVOLVERS, WINCHESTER CARBINES, ENGLISH FOWLING PIECES and AMMUNITION, STAR SAFETY RAZORS, MANDARIN RAZORS, RODGERS' HOLLOW GROUND RAZORS, &c.

WALTHAM WATCHES, GOLD FOLDED CASES, ROLLED GOLD CHAINS, BINOCULARS, ANEROID BAROMETERS, AMERICAN CLOCKS, all at cheapest rates. AERATED WATERS 3 dozen for \$1. AERATED CLARET at 80 cents per dozen.

CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong. [42]

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NEW Stock of Brown Russia Leather Boots and Shoes. New Stock of Brown Polish for ditto. Follows' Photographs Album. The Chinese—Medical, Political, and Social, by Coleman. Murray's Guide to Japan. Norman's Real Japan. Madame Chrysanthème, by Loti, Englished. Tanner's Index of Diseases. Volcanoes past and present, by Hall.

Imperial Federation, by Parkin. New Infantry Drill Book. Brassey's Naval Annual. Rubber Tobacco Pouches. Volcanic Penholders. Ball Pointed Pens, all kinds. Eureka Pencil Sharpeners. New Violin and Piano Music. Sweet Capors— and Straight Cut Cigarettes. Capstan and Gold Flake Tobacco.

W. BREWER, UNDER HONGKONG HOTEL. Hongkong, 3rd September, 1892. [512]

W. POWELL & CO. LARGE SHIPMENTS OF

TRAVELLING TRUNKS, OVERLAND TRUNKS, GLADSTONE BAGS, PORTMANTEAUX, SARATOGA TRUNKS, &c. &c. RUG STRAPS, TRAVELLING RUGS, &c. &c.

W. POWELL & CO. Hongkong, 10th September, 1892. [5]

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SIEN TING, SURGEON DENTIST, No. 10, D'ARIGULAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 10th March, 1892. [538]

HONGKONG TIMBER YARD, WANCHAI. OREGON FINE SPARS and LUMBER Always on Hand. L. MALLORY. Hongkong, 14th June, 1891. [661]

TO LET.

GROUND FLOOR of House No. 2, Daddell Street. Apply to WAI PO SHIN, 45, Wing Lok Street. Hongkong, 3rd September, 1892. [584]

TO LET.

FIRST FLOOR No. 27, Elgin Street. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 3rd September, 1892. [585]

TO LET.

No. 16, KNUTSFORD TERRACE, KOW-LOON.—END HOUSE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 19th July, 189

Commercial.

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 Hongkong and Shanghai Bank—105 per cent.
 prem. sales and buyers.
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 shares, 200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—
 35, buyers.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares, 200 per share, sellers.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent.
 premium.
 Union Insurance Society of Canton—\$87 per
 share, buyers.
 China Traders' Insurance Company—\$60 per
 share, sales and buyers.
 North China Insurance—115, 30 per share,
 buyers.
 Canton Insurance Company, Limited—498 per
 share, sales and buyers.
 Yangtze Insurance Association—\$103, buyers.
 On Tai Insurance Company, Limited—115, 30
 per share, buyers.

Hongkong Fire Insurance Company—\$250
 per share, sales.
 China Fire Insurance Company—\$85 per share,
 sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—
 288, sales and buyers.
 China and Manilla Steam Ship Company—25
 per share, sellers.
 Indo-China Steam Navigation Company, Limited—
 45 per cent. discount, sellers.
 Douglas Steamship Company—\$36 per share,
 sales and buyers.
 The Steam Launch Co., Limited—par, nominal.
 Hongkong and Whampoa Dock Company—\$73
 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$14 per share,
 Hongkong Hotel Company—\$23, ex-div.,
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 Hongkong Hotel Co.'s 5 per cent. Debentures
 —\$50.

The Amoy Arms Hotel and Building Company,
 Limited—\$5 per share, sellers.
 The Shamen Hotel Co., Limited—\$5 per
 share, sales and buyers.
 Punjoni and Sungle Dua Sawanpang Mining Co.
 —\$3, 50 per share, sales and buyers.
 The Raob Gold Mining Co., Limited—30 cents
 per share, buyers.
 New Innis Mining Co., Limited—80 cents per
 share, sellers.
 The Balmoral Gold Mining Co., Limited—
 nominal.
 Tongkin Coal Mining Co.—\$115 per share,
 sellers.
 The Jubah Mining and Trading Co., Limited—
 5 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—5 cents
 per share, sellers.
 London and Pacific Petroleum Co., Ltd.—23
 sellers.
 China Sugar Refining Company, Limited—\$130
 per share, sales and buyers.
 Luzon Sugar Refining Company, Limited—\$35
 per share, buyers.
 A. S. Watson & Co., Limited—\$151 per share,
 buyers.

Dakin, Crutchfield & Co., Limited—\$91 per
 share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per
 share, sellers.
 The Newell Land Investment Co., Limited—
 87 per share, sellers.
 The Hongkong Land Investment Co., Limited—
 87, sales and buyers.
 The West Point Buildings Co., Limited—\$18
 per share, buyers.
 H. G. Brown & Co., Limited—\$17 per share,
 buyers.

Hongkong and Kowloon Wharf and Godown
 Company—\$47 per share, buyers.
 Hongkong Rope Manufacturing Company,
 Limited—\$95 per share, sales and buyers.
 Hongkong Gas Company—\$102 per share,
 sellers.

Hongkong Ice Company—\$67 per share, buyers.
 Hongkong and China Bakery Company, Limited—
 \$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—
 87 per share, sellers.
 The Hongkong Island Cement Co.—\$5 per share,
 sellers.

The Hongkong Electric Light Co., Limited—\$3
 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—
 \$25 per share, nominal.
 The Hongkong High-Level Tramway Co.,
 Limited—\$40 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 2/3
 Bank Bills, on demand 2/3
 Bank Bills, at 4 months' sight 2/3
 Credits, at 4 months' sight 2/3
 Documentary Bills, at 4 months'
 sight 2/3
 On Paris—
 Bank Bills, on demand 3/47
 Credits, at 4 months' sight 3/57
 On India—
 T. T. 225 1/2
 On Demand 225 1/2
 On Shanghai—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 72 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Captain Benson. Mr. A. J. Lawson.
 Mr. W. A. Cadby. Mr. R. B. Roney.
 Mr. Earl Curtes. Mr. J. B. Robbins.
 Mr. J. Davis. Mr. J. B. Robbins.
 Mr. A. A. Fulton. Mr. J. B. Robbins.
 Mr. O. Harley. Mr. H. H. Roney.
 Mr. J. Kirkwood. Mr. F. E. Shau.
 Mr. and Mrs. Miller. Mr. J. M. Speer.
 Mr. C. E. Miller. Mr. W. Tarn.
 Mr. F. J. Mitchell. Mr. O. Weber.
 Rev. J. M. Morton, B.A. Mr. N. Woog.
 Mr. J. Lantieri.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Brewer. Mr. W. R. Needham.
 Capt. S. J. Butcher. Mr. Parker & children.
 Mr. Chandler. Surgeon-General H. F.
 Mr. and Mrs. J. P. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.
 Mr. and Mrs. W. M. Patterson.

MAILS EXPECTED.

THE PACIFIC MAIL.
 The Messageries Maritimes Co.'s steamer
Saphir, with the outward French mail, left
 Singapore on the 13th instant at 6 p.m., and may
 be expected here on the 20th.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio de*
Janeiro, with mails, etc., left San Francisco for
 this port via Yokohama on the 27th ultimo.
 The O. & O. S. S. Co.'s steamer *Genoa*,
 with mails, etc., left San Francisco for this port via
 Yokohama on the 28th instant.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer
Empress of Japan left Vancouver on the 31st
 ultimo for Yokohama, Kobe, Shanghai, and
 Hongkong.

THE INDIAN MAIL.
 The Indo-China steamer *Chelydra*, from
 Calcutta and Straits, left Singapore at 6 p.m. on
 the 8th instant, and is due here on the 15th.

STEAMERS EXPECTED.
 The 'Glen' line steamer *Glenaghi* left
 Singapore on the morning of the 10th instant,
 and is expected here on the 16th.
 The Ocean Steamship Co.'s steamer *Lauris*
 left Singapore on the 11th instant, and may be
 expected here on the 17th.
 The China Shippers' Mutual S. N. Co.'s
 steamer *Omya*, from Newport and Liverpool,
 left Singapore on the morning of the 13th instant,
 and is due here on the 19th.
 The P. & O. S. N. Co.'s steamer *Bombay* left
 London for this port on the 21st ultimo.

Shipping.

ARRIVALS.
 CATHAY, British steamer, 1,873, A. Symons,
 13th Sept.—Shanghai 10th Sept., Mails and
 General.—P. & O. S. N. Co.
 ZATROU, British steamer, 675, A. W. R. Cobban,
 13th Sept.—Manila 10th Sept., General.—
 Sheehan & Co.
 LY-KHONG, German steamer, 1,138, C. Heiser,
 13th Sept.—Shanghai 10th Sept., Mails and
 General.—Siemens & Co.
 KWONGSANG, British steamer, 980, W. Stearns,
 13th Sept.—Newchwang, and Chefoo 6th
 Sept., General.—Jardine, Matheson & Co.
 THERMOPYLAE, British bark, 943, J. R. Wenches-
 ter, 13th Sept.—Nagasaki 3rd September,
 Coal.—Master.

THIRDT, British steamer, 1,665, L. M. Wibmer,
 13th Sept.—Singapore 7th Sept., General.—
 P. & O. S. N. Co.
CLEARANCES AT THE HARBOUR OFFICE.
 CHYUEN, Chinese steamer, for Shanghai.
 Higo Maru, Japanese steamer, for Amoy and
 Kobe.
 Kiumun, British steamer, for Singapore, etc.
 Kingdom of Sazony, British bark, for Callao.

DEPARTURES.
 September 12, *Nanchang*, British steamer, for
 Canton.
 September 12, *Taiyang*, British str., for Canton.
 September 13, *Sunatou*, British str., for Hoihow.
 September 13, *Alvina*, German str., for Hoihow.
 September 13, *Independent*, German steamer, for
 Saigon.
 September 13, *Santa Cruz*, American schooner,
 for Ynp.
 September 13, *Kiumun*, British steamer, for
 Singapore and London.
 September 13, *Fookshing*, British steamer, for
 Swatow, etc.
 September 13, *Chiyuen*, Chinese steamer, for
 Shanghai.

ARRIVALS—ARRIVED.
 Per *Cathay*, str., from Shanghai for Hong-
 kong—Messrs. A. J. Lawson, M. Toshiwa, H.
 V. Cox, P. A. Shaw, and a Chinese. For Penang.
 —Hos. J. B. M. Vernon, and Mr. D. Logan.
 Per *Ly-so-moon*, str., from Singapore—51
 Chinese.
 Per *Thadai*, str., from Singapore—222 Chinese.
 Per *Zafro*, str., from Manila—Mr. W.
 Donker, and 13 Chinese.

REPORTS.
 The British bark *Thermopylae* reports she left
 Nagasaki on the 3rd instant. Had fine weather
 in the Formosa Channel to port.
 The German steamship *Ly-so-moon* reports
 that she left Shanghai on the 10th instant. To
 Headland had north-north-west gale; thence to
 port had light variable winds and calm.

The British steamship *Zafro* reports that she
 left Manila on the 10th instant. Had moderate to
 light south-westerly winds and heavy swell
 from same quarter with passing showers to
 Pratas Shoal; thence to port had light north-
 east winds and fine clear weather.

The British steamship *Kowongkong* reports
 that she left Newchwang, and Chefoo on the 6th
 instant. Experienced north-west to north-east
 gale off Taiwan. The remainder of the voyage
 had moderate south-west winds. On the 11th
 passed the steamship *Glenaghi* off Chapel
 Island.

MAILS.

A MAIL WILL CLARE.
 For Bangkok.—Per *Taichow* to-morrow, the
 14th instant, at 9.30 A.M.
 For Singapore, Penang, and Calcutta.—Per
Avastion to-morrow, the 14th instant,
 at 11.30 A.M.

For Shanghai, Kobe, and Yokohama.—Per
Argyll to-morrow, the 14th instant, at 11.30 A.M.
 For Swatow and Shanghai.—Per *Fookshing*
 to-morrow, the 14th instant, at 2.30 P.M.
 For Amoy and Manila.—Per *Kowkong* to-
 morrow, the 14th instant, at 4.30 P.M.
 For Amoy and Manila.—Per *Zafro* to-mor-
 row, the 14th instant, at 4.30 P.M.
 For Halphong.—Per *Aik* to-morrow, the 14th
 instant, at 5 P.M.
 For Swatow.—Per *Pakshan* to-morrow, the
 14th instant, at 5 P.M.
 For Amoy.—Per *Bornio* to-morrow, the 14th
 instant, at 5 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ARABOON ARCAR, British steamer, 1,364, J. E.
 Hansen, 8th Sept.—Calcutta 21st August,
 and Singapore 2nd September, Opium and
 General.—D. Sassoon, Sons & Co.
 AROVIL, British steamer, 1,885, Williamson,
 11th Sept.—Liverpool, and Singapore 5th
 Sept., General.—Dodwell, Carill & Co.
 Ask, Danish steamer, 683, Revsbeck, 12th
 Sept.—Halphong 9th Sept. and Hoihow
 11th, Rice and Figs.—A. R. Marry.
 BATAVIA, British steamer, 1,559, J. R. Hill, 12th
 August.—Batavia 14th July, General.—
 Dodwell, Carill & Co.
 BORNKO, Dutch steamer, 1,490, H. Klein, 9th
 Sept.—Batavia 31st August, Sugar, Ju-
 rice, Matheson & Co.
 CICKRO, British steamer, 1,030, A. George, 9th
 Sept.—Saigon 4th Sept., General.—Woo
 Kee.
 COLONIST, British steamer, 1,467, Alfred M.
 Smith, 11th Sept.—Victoria 22nd July, and
 Singapore 5th Sept., General.—Sheehan &
 Co.
 DEWATONGER, British steamer, 1,077, Ander-
 son, 11th Sept.—Victoria 15th August,
 Yokohama 2nd Sept., Kobe 4th, and Mol-
 5th, Coal and General.—Dodwell, Carill
 & Co.
 FRIGIDA, German steamer, 1,403, F. Nagel, 12th
 Sept.—Kobe 6th Sept., General.—Siemens
 & Co.
 HIOO MARU, Japanese steamer, 624, J. J. Jones,
 12th Sept.—Manila 9th Sept., General.—
 Geo. R. Stevens.
 KOWSHING, British steamer, 1,355, T. R. Gale,
 12th Sept.—Manila 6th September, Gen-
 eral.—Jardine, Matheson & Co.

HONGKONG—STEAMERS.

Continued.
 OCEANIC, British steamer, 1,808, W. M. Smith,
 R.N.R., 11th Sept.—San Francisco, and
 Yokohama 5th September, Mails and
 General.—O. & O. S. S. Co.
 OORVIA, British steamer, 419, M. Daly, 23rd
 May.—Singapore 16th May, General.—
 Butterfield & Swire.

PARKMAN, British steamer, 835, J. Jenkins, 12th
 Sept.—Saigon 7th September, Rice.—Hop
 King Hong.
 PILOT FISH, British steamer, 161, A. Stopani,
 Hongkong and Whampoa Dock Co.
 PRESTO, German steamer, 655, E. Bohn, 12th
 Sept.—Touane 6th September, General.—
 Siemens & Co.

TAICHOW, British steamer, 862, R. Unsworth,
 3rd Sept.—Bangkok 28th August, General.—
 Yuen Fat Hong.

TERESA, British steamer, 753, Slater, 11th Sept.,
 Sandakan 5th Sept., General.—Ban Moh.
 TORINGTON, British steamer, 1,163, James
 Young, 6th Sept.—Proboling (Java), 30th
 August, Sugar.—Jardine, Matheson & Co.

VERONA, British steamer, 1,576, F. H. Seymour,
 12th Sept.—Yokohama 3rd Sept., Mails
 and General.—P. & O. S. N. Co.
 ZAMBER, British steamer, 1,650, Edwards, 8th
 May.—Victoria, B.C., via Honolulu 2nd
 April.

SAILING VESSELS.
 ARON, Norwegian bark, 634, Christensen, 2nd
 Sept.—Rajang 16th August, Timber.—
 Order.
 BELLE OF BATH, American ship, 1,347, F. M.
 Blethen, 27th June.—New York 8th March.
 Petroleum.—Jardine, Matheson & Co.
 BITTERN, British schooner, 393, Stenach, 3rd
 Sept.—Freemantle 17th June, Sandalwood.
 Order.

BYLGA, German bark, 333, Plager, 1st Sept.—
 Amoy 27th August, Ballast.—Widder & Co.
 CAMBESDON, British bark, 1,200, B. L. Car-
 land, 20th August.—New York 16th April,
 Kerosene Oil.—Order.

CARL FRIEDRICH, German ship, 2,208, M. Haak,
 22nd July.—New York 15th March, Kero-
 sene Oil.—Reuter, Brockmann & Co.
 CRAWSON WATTANA, Siam bark, 636, J.
 Koch, 12th Sept.—Bangkok 27th August,
 Wood.—Order.

CONSTANCE, British ship, 1,596, Lingley, 18th
 August.—New York 12th August, Petroleum.
 Order.

ELSA, German ship, 1,375, H. Bremers, 15th
 August.—New York 3rd April, Petroleum.—
 Arnold, Karberg & Co.

FLORENCE TREAT, British bark, 724, A. C.
 Paulsen, 24th August.—Singapore 5th Aug.,
 Timber.—Order.

HEINRICH, German bark, 923, Henne, 22nd
 September.—Singapore 10th July, Timber.—
 Chinese.

ISAAC REED, American ship, 1,480, F. D. Waldo,
 14th August.—New York 4th April, Kero-
 sene Oil.—Reuter, Brockmann & Co.

J. D. BISCHOFF, German ship, 1,408, H. Meyer,
 21st July.—Sydney via Singapore 30th
 April, Coal.—Melchers & Co.

JOHN MCLEOD, British ship, 1,095, Henderson,
 13th June.—from Pratas Reef, Ballast.—
 Order.

J. Y. ROBBINS, British schooner, 178, Crooby,
 11th Sept.—New York 10th May, Petro-
 leum.—Order.

KINPOOM OF SAKONY, British bark, 538,
 Brown, 14th August.—Shanghai 13th July,
 Ballast.—Jardine, Matheson & Co.

LAMBA, British bark, 349, C. Valentinis, 2nd
 Sept.—Albany 20th July, Sandalwood.—
 Order.

LAVIN, British bark, 1,415, Travis, 20th Aug.,
 13th July, General.—Carlows &
 Co.

MAHAROUT, British ship, 1,445, Ferguson, 18th
 August.—New York 8th April, Kerosene Oil.
 —W. Hewett & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk
 Lai-long, 24th August.—Yee-on 11th Aug.,
 Timber.—Yung Kee.

ORIENTE, Italian bark, 1,334, M. Morens-
 17th August.—New York 1st May, Petro-
 leum.—Order.

RICHARD PARSONS, American bark, 1,116, W. F.
 Thorndike, 20th August.—Shanghai 20th
 July, Ballast.—Arnold, Karberg & Co.

SIEKKA MIRANDA, British ship, 1,808, A. M.
 Master, 3rd August.—Cardiff 3rd May,
 Coal.—Order.

VELOCITY, British bark, 498, R. Martin, 14th
 August.—Honolulu 15th June, General.—
 Chinese.

WALTON, British ship, 1,687, Kitchin, 1st
 September.—Cardiff via Macassar 1st July,
 Coal.—Order.

WILLIAM LE LACREUX, British bark, Reynell,
 10th August.—Philippines 11th August,
 Timber.—Gibb, Livingston & Co.

F. Blackhead & Co.

SHIP CHANDLERS, SAIT-MARKERS,
 AND PROVISION MERCHANTS.

NAVY CONTRACTORS &
 GENERAL COMMISSION AGENTS.

No. 11, Praya Central,
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SOLE AGENTS FOR
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HABTMANN'S GREY PAINT, specially man-
 ufactured for coating the inside of STEEL SHIPS.

EVERY KIND OF
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 TULE LIFE PRESERVER

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Recognized by the scientific world as the
 MOST EFFECTIVE DISINFECTANT
 DEODORIZER AND GERMICIDE.

Is neither poisonous nor caustic; may be used
 by everybody without the slightest apprehension
 of danger.

Hongkong, 6th March, 1892.

Mails.

U. S. MAIL-LINE.

PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVER-
 LAND RAILWAYS, AND TOUCHING AT
 YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Rio de Janeiro...Thursday, 29th Sept.
City of Peking...Saturday, 22nd Oct.
China...Tuesday, 1st Nov.

THE U. S. Mail Steamship
 will be despatched for SAN FRANCISCO, via
 YOKOHAMA, on THURSDAY, the 29th Sept.,
 at 1 P.M., taking Passengers and Freight for
 Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver,
 Victoria, Esquimaux, New
 Westminster, Port Townsend,
 Seattle, Tacoma, Portland, O... \$225.00

To Liverpool and London... 345.00
 To Paris and Bremen... 345.00
 To Havre and Hamburg... 345.00

Through Passage Tickets granted to Eng-
 land, France, and Germany by all trans-Atlantic
 lines of Steamers.

**RATES OF PASSAGE TO OVERLAND
 CITIES. FIRST CLASS.**

DESTINATION.

Day	Passage	Through
1st	285.00	291.50
2nd	285.00	291.50
3rd	285.00	291.50
4th	285.00	291.50
5th	285.00	291.50
6th	285.00	291.50
7th	285.00	291.50
8th	285.00	291.50
9th	285.00	291.50
10th	285.00	291.50
11th	285.00	291.50
12th	285.00	291.50
13th	285.00	291.50
14th	285.00	291.50
15th	285.00	291.50
16th	285.00	291.50
17th	285.00	291.50
18th	285.00	291.50
19th	285.00	291.50
20th	285.00	291.50
21st	285.00	291.50
22nd	285.00	291.50
23rd	285.00	291.50
24th	285.00	291.50
25th	285.00	291.50
26th	285.00	291.50
27th	285.00	291.50
28th	285.00	291.50
29th	285.00	291.50
30th	285.00	291.50

All the above Rates are in Mexican Dollars.
 Special rates (first class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 Officers in service of China and Japan, and to
 Government officials and their families.

Passengers by this line have the option of
 proceeding Overland by the Southern Pacific
 and Connecting Lines, Central Pacific, Northern
 Pacific or Canadian Pacific Railways.

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 tickets to San Francisco will be issued at fol-
 lowing rates:—

4 months...\$337.50
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Time is reckoned from date of issue to date of
 re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or
 vice versa) within one year will be allowed a
 discount of 10 per cent. from Return Fare.

Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan Ports,
 to San Francisco, to Atlantic and inland